

5.0 Transportation Plan

5.1 Introduction

This chapter summarizes the findings and recommendations of the North Albuquerque Acres Transportation Plan and the Traffic Analysis of the Paseo del Norte Commercial Corridor Study, which are incorporated by reference into this Sector Development Plan. Figure 5.1 shows the long range roadway system in the plan area.

5.2 North Albuquerque Acres Transportation Plan

The North Albuquerque Acres Transportation Plan (NAATP) provides the blueprint for transportation improvements in the plan area. The NAATP was initiated by the Bernalillo County Public Works Division in response to complaints by the area's residents that their local east-west roads were being used to bypass congestion on Paseo del Norte, which at the time of the planning effort was still a two-lane roadway. Many residents complained about high speeds, dust, disregard for stop signs, lack of pedestrian facilities and trails, cut-through traffic, and a number of other problems. The goal of the plan is to provide an area-wide solution to the community's transportation-related problems, instead of responding to each problem on a case-by-case basis.



Local Road in North Albuquerque Acres

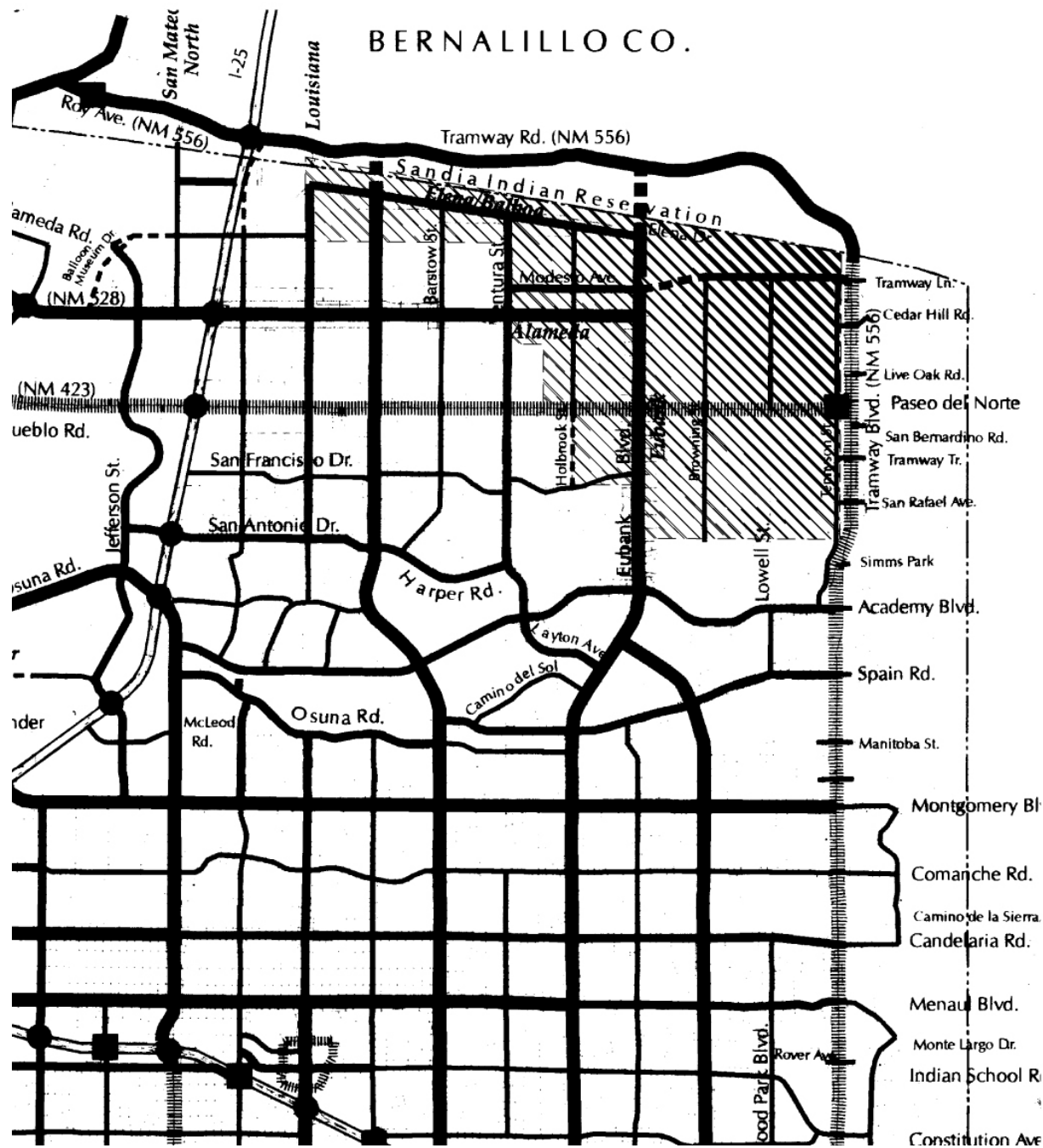


Figure 5.1
Paseo del Norte/
North Albuquerque Acres
Sector Development Plan
Long Range Roadway System

Existing Proposed

== Interstate (includes frontage)

Limited Access Roadway
(see Addendum for additional information)

Principal Arterial

— Minor Arterial

— ····· Collector


Dashed lines indicate proposed alignments.

■ □ Grade Separation

● ⊙ Interchange

Rainbow Location Study Corridor
(where proposed alignments have not been

Subarea
(where street network evaluation is in progress)



Paseo del Norte/
North Albuquerque Acres
Sector Development Plan Area

Source: Middle Rio Grande Council of Governments

5.2.1 Traffic Calming Plan

The NAATP was designed to encourage movement of traffic on the north-south roads by minimizing the number of stops required on north-south routes, and maximizing the number of stops and traffic-calming measures on the east-west routes. In particular, the plan has the following three traffic goals:

- 1) slowing vehicle speeds,
- 2) distributing traffic volumes evenly among east-west roads, and
- 3) reducing (ideally, eliminating) cut-through traffic.

The traffic calming plan for North Albuquerque Acres, shown in Figure 5-2, places speed humps, mid-block islands, intersection traffic circles, and cul-de-sacs throughout the plan area. In addition, the plan calls for stop signs on east-west roads at intersections.

5.2.2 Regional Natural Surface Trails and Bikeways

Two regional plans specify the locations of regional pedestrian and non-motorized vehicle trails and bikeways facilities in North Albuquerque Acres. These facilities are meant to serve a variety of user groups, including pedestrians, commuter and recreational bicyclists, equestrians, in-line skaters, persons in wheelchairs or pushing strollers, etc. The NAATP provides for more detailed implementation of these plans.

The first plan, the *Bikeways Master Plan for the Albuquerque Urban Area*, was adopted by the Urban Transportation Planning Policy Board (UTPPB) of the Middle Rio Grande Council of Governments (MRGCOG) in August of 1996. The NAATP bikeways plan leaves unchanged most of the facilities shown in the Bikeways Master Plan. The proposed locations for regional bikeways are shown in Figure 5-4 and listed in Table 5-1. Those locations that change the Bikeways Master Plan will require the approval of the appropriate MGRCOG standing committees.

Table 5-1 Summary of Proposed Regional Bikeways in the Study Area

Road	From	To	Proposal	Bikeways Master Plan Comparable
Paseo del Norte	Ventura	Tennyson	Bike path	Proposed bike path on Paseo del Norte
Alameda	Ventura	Eubank	Bike lanes	Proposed bike lanes on Alameda corridor
Richfield	Eubank	Lowell	Bike route	Proposed bike lane on Alameda corridor ¹
San Diego	Barstow	Holbrook	Bike route	Proposed bike route on San Diego
Elena	Holbrook	Tennyson	Bike route	Proposed bike route on Elena
Holbrook	Coronado	Elena	Bike route	Proposed bike route on Holbrook
Eubank	San Antonio	Alameda	Bike lanes	(Eubank is shown as a study corridor)
Eubank	San Antonio	Alameda	Bike path	(Eubank is shown as a study corridor)
Lowell	Paseo del Norte	Modesto	Bike lanes	Proposed bike lanes on Browning
Lowell	Modesto	Elena	Bike route	Proposed bike lanes on Browning ²

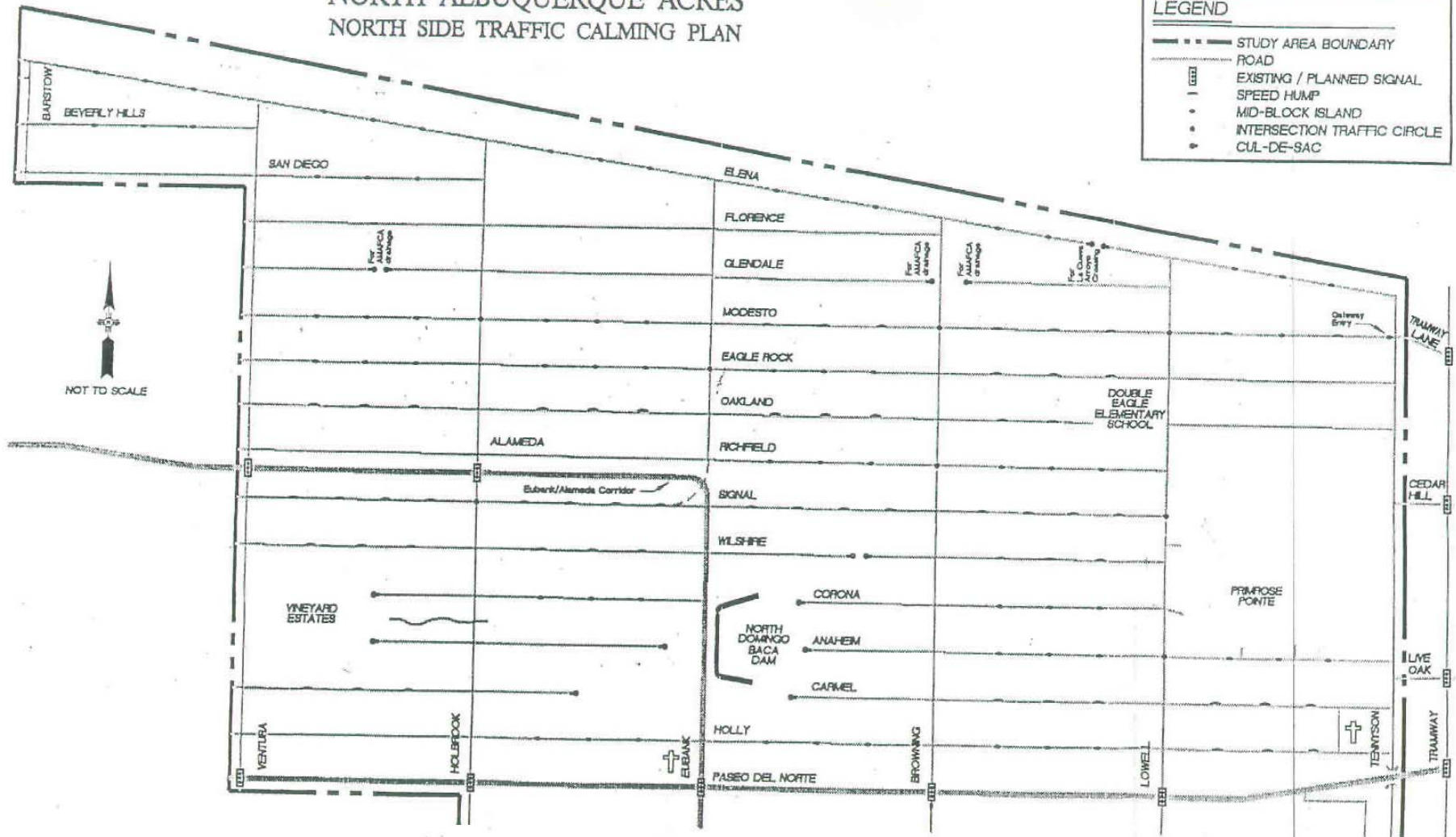
¹The Richfield bike route would connect bikeways on Alameda to points east via Lowell and the Primrose Pointe path.

²Volumes on Lowell drop of sharply north of Modesto and bike lanes were not deemed necessary for this segment

Figure 5-2

NORTH ALBUQUERQUE ACRES NORTH SIDE TRAFFIC CALMING PLAN

LEGEND	
	STUDY AREA BOUNDARY
	ROAD
	EXISTING / PLANNED SIGNAL
	SPEED HUMP
	MID-BLOCK ISLAND
	INTERSECTION TRAFFIC CIRCLE
	CUL-DE-SAC



LOCATIONS AND SIZES OF PROPOSED TRAFFIC CALMING DEVICES ARE SCHEMATIC ONLY

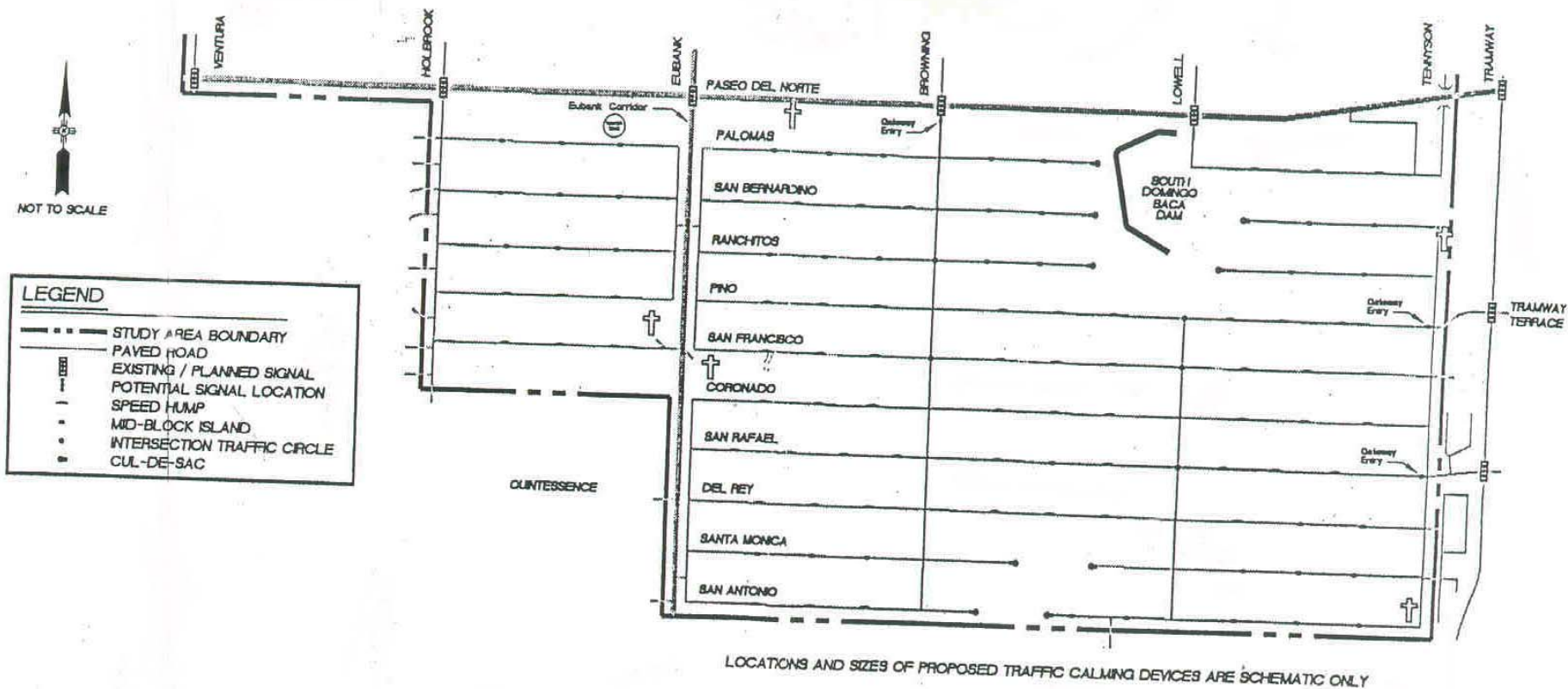


Figure 5-2, cont.
 NORTH ALBUQUERQUE ACRES
 SOUTH SIDE TRAFFIC CALMING PLAN

The second plan, the *Proposed Trails Map for the City of Albuquerque and Bernalillo County*, was developed by the Greater Albuquerque Recreational Trails Committee (GARTC), the Greater Albuquerque Bicycling Advisory Committee (GABAC), and City of Albuquerque Planning Department staff. It was revised most recently in 1996. The *Proposed Trails Map* is an exhibit of the *Trails and Bikeways Facility Plan*, a document approved by the City of Albuquerque in July of 1993.



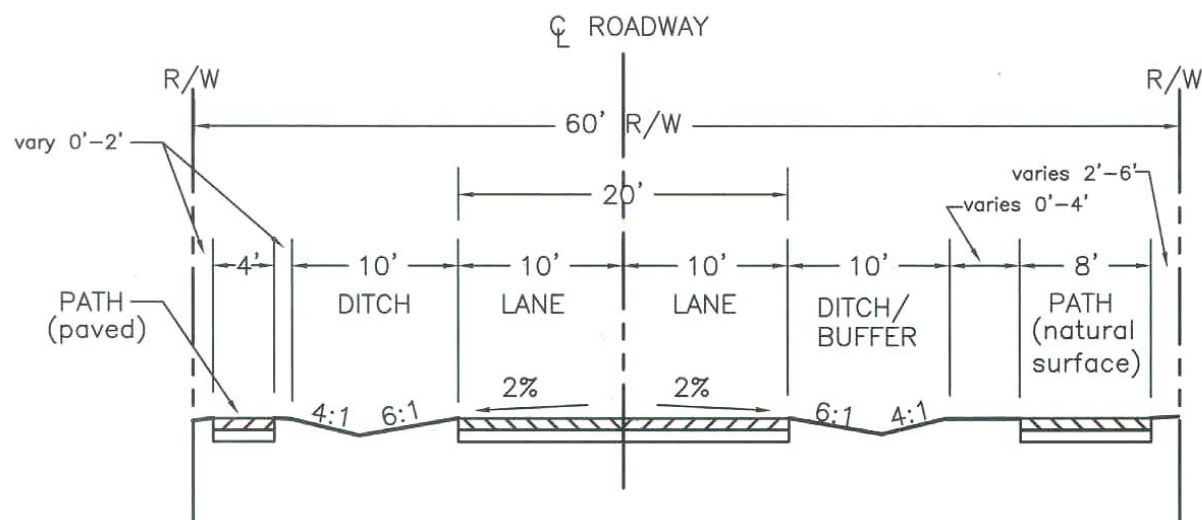
Regional Trail on Browning Road

The *Proposed Trails Map* shows trails along roadways and in arroyos in North Albuquerque Acres. The entire area is designated as a trail study corridor, however, meaning that no definite trail alignments have been proposed, and further study to determine trail alignments is anticipated. The *Trails and Bikeways Facility Plan* recognizes the difficulties inherent in establishing trails along arroyos where there are multiple one-acre parcels that have different owners. Accordingly, it recommends that the regional trails shown on the *Proposed Trails Map* be moved from arroyos to the closest nearby road right-of-way. The on-street trail locations are shown in Figure 5-4 and listed in Table 5-2. Those locations that change the *Proposed Trails Map* will also require the approval of the appropriate governing bodies.

The NAATP recommends that regional natural surface trails be soft-surfaced and regional off-street bicycle paths be hard-surfaced. This approach provides for a regional equestrian trail system composed of natural surface trails and a bicycle trail system composed of hard-surfaced trails. Both types of trails would be multi-purpose in that pedestrians could use either type.

In addition to the regional natural surface trails and bikeways facilities discussed above, the NAATP proposes local trails for pedestrians and non-motorized vehicles along each local roadway. Ideally, this would involve an 8-foot minimum width natural surface trail on one side of the road and a 4-foot minimum width paved surface trail on the other side. (Where regional natural surface trails and bikeways are recommended along local roads, however, their design should supercede these design goals.) Here again, the provision of separate hard- and soft-surface trails is meant to provide suitable trails for pedestrians, equestrians and bicyclists. Figure 5-3 shows how the trail locations work within the existing 60' local street right-of-way.

Figure 5-3 Proposed Local Roadway Cross Section, North Albuquerque Acres



Adapted from North Albuquerque Acres Transportation Plan

Table 5-2 Summary of Proposed Regional Natural Surface Trails in Study Area

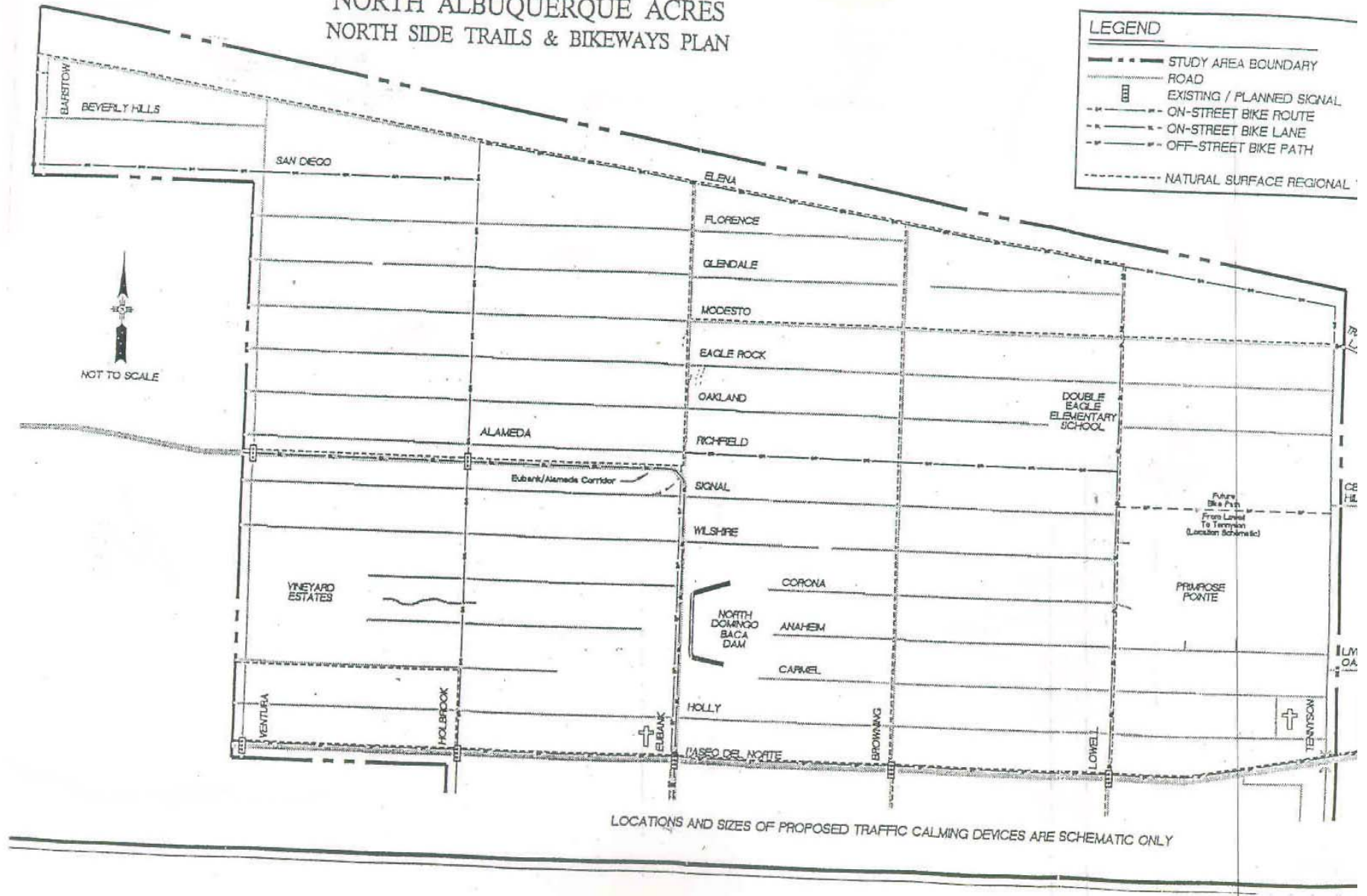
Road	From	To	Comparable Facility on Proposed Trails Map
San Antonio	Lowell	Tennyson	#308, San Antonio Corridor
Pino	Holbrook	Eubank	#353, South Domingo Baca Arroyo Trail
San Bernardino	Eubank	Tennyson	#353, South Domingo Baca Arroyo Trail
Paseo del Norte	Ventura	Tennyson	#306, Paseo del Norte Trail
Carmel	Ventura	Holbrook	#303, North Domingo Baca Arroyo Trail
Alameda	Ventura	Eubank	#355, La Cueva Arroyo Trail
Modesto	Eubank	Tennyson	#335, La Cueva Arroyo Trail
Elena	Barstow	Lowell	#301, Elena Drive Trail
Holbrook	Paseo del Norte	Carmel	#303, North Domingo Baca Arroyo Trail (connector to #306, Paseo del Norte Trail)
Eubank	Alameda	Elena	#304, Eubank Corridor Trail
Browning	San Antonio	Elena	#304, Eubank Corridor Trail
Lowell	San Antonio	Elena	#305, Lowell Street Trail

Figure 5-4

NORTH ALBUQUERQUE ACRES NORTH SIDE TRAILS & BIKEWAYS PLAN

LEGEND

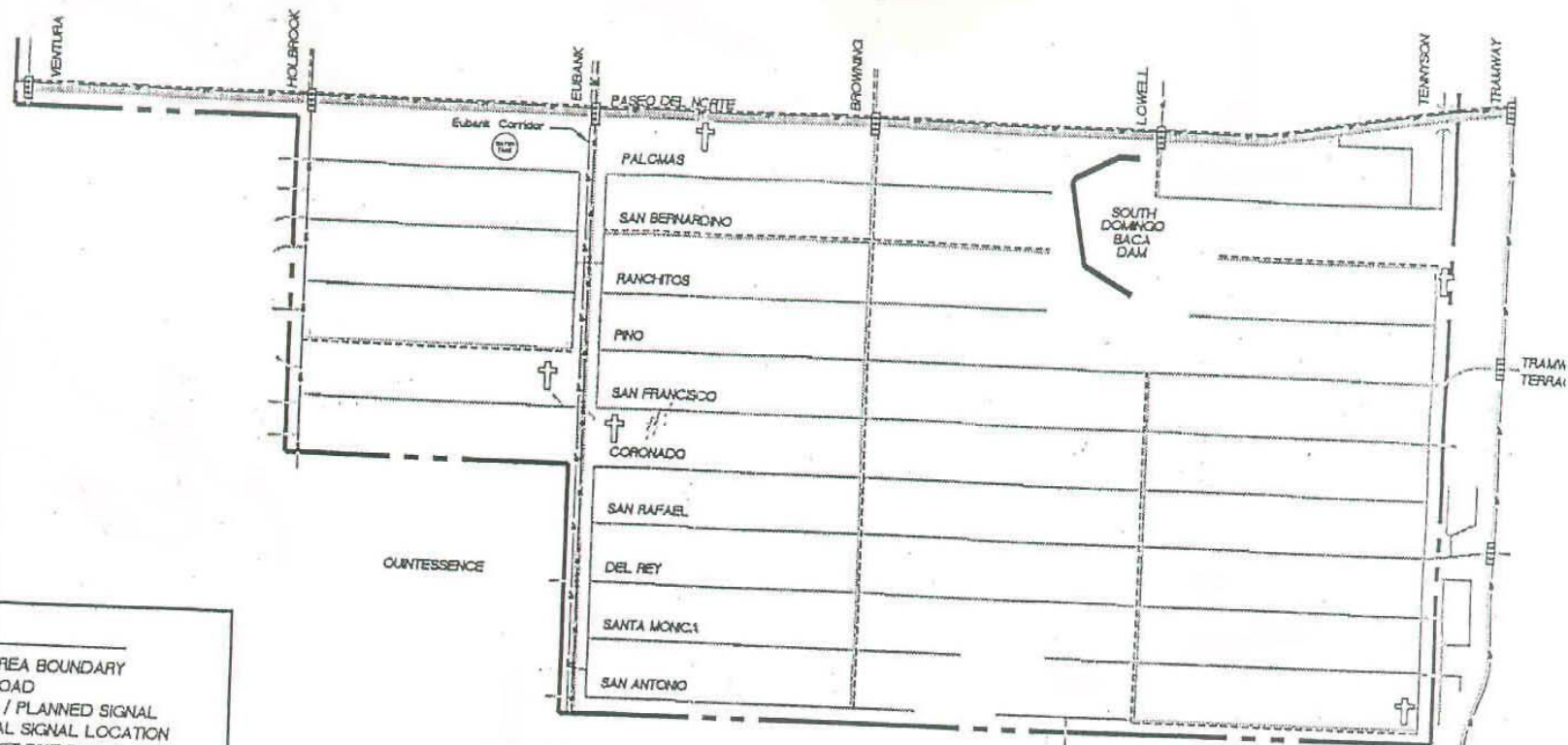
- STUDY AREA BOUNDARY
- ROAD
- EXISTING / PLANNED SIGNAL
- ON-STREET BIKE ROUTE
- ON-STREET BIKE LANE
- OFF-STREET BIKE PATH
- NATURAL SURFACE REGIONAL





LEGEND

- STUDY AREA BOUNDARY
- PAVED ROAD
- ⊞ EXISTING / PLANNED SIGNAL
- ⊞ POTENTIAL SIGNAL LOCATION
- ON-STREET BIKE ROUTE
- ON-STREET BIKE LANE
- OFF-STREET BIKE PATH
- NATURAL SURFACE REGIONAL TRAIL



LOCATIONS AND SIZES OF PROPOSED TRAFFIC CALMING DEVICES ARE SCHEMATIC ONLY

Figure 5-4, cont.
 NORTH ALBUQUERQUE ACRES
 SOUTH SIDE TRAILS & BIKEWAYS PLAN

5.2.3 Circulation

The NAATP proposes three new frontage roads along Eubank Boulevard south of Paseo del Norte, with four mid-block roads intersecting Eubank Boulevard. The result would be fewer points of access along Eubank Boulevard and the elimination of "straight-shot" roads off of Eubank.

5.2.4 Local Roadway Cross Sections

The NAATP recommends the following "design goals" for local roadways that the County should strive to accomplish when improvements on each roadway are being planned:

1. Separate/buffer trails from roadway
2. Provide a minimum of 10 feet between the edge of the driving lane and the right-of-way line.
3. To slow traffic and add character, leave natural hills and topography on roads as much as possible if line-of-site and drainage issues permit.
4. Do not pave any roadways unless all feasible cross section features are considered and resolved.
5. Strive to create local road cross sections with the following features:
 - a minimum 20-foot total pavement width (two 10-foot driving lanes) on east-west roads, and a 24-foot total pavement width (two 12-foot driving lanes) on north-south roads;
 - an 8-foot minimum width (functional for the intended use) natural surface trail on one side of the driving lanes; and
 - a 4-foot minimum width (functional for the intended use) paved surface trail on the other side of the driving lanes.
6. Retrofit already-paved roads with trail features as funds are available.
7. Allow trails to cross over to the opposite side of the road at intersections, where necessary, in order to maintain ideal trail widths and characteristics.
8. Design traffic calming measures to achieve the posted speed limit.
9. On roads where a regional trail, bike path or bike lanes are shown, construct the trail or bikeway according to *Trails and Bikeways Facility Plan* standards. This applies to all or portions of:

Alameda	Eubank	Paseo del Norte	San Bernadino
Browning	Holbrook	Pino	
Carmel	Lowell	Richfield	
Elena	Modesto	San Antonio	

5.3 Paseo del Norte Commercial Corridor Study - Traffic Analysis

The Paseo del Norte Commercial Corridor Study contains a traffic analysis that forecasts the impacts that traffic from the eight sites will have on the neighborhood and the surrounding traffic conditions.

Traffic impacts at six study intersections on Paseo del Norte and Eubank Boulevard were examined. The traffic analysis used trip generation rates from the Institute of Transportation Engineers' *Trip Generation, 6th Edition* for the existing and recommended land uses to determine the increase in vehicle trips from the new land uses. Projected turning movement volumes for the study intersections for the horizon year 2020 were then developed, with the additional trips generated by the proposed land uses added to the 2020 background traffic volumes. Finally, capacity analyses were performed for each of the study intersections.

For five of the intersections, the additional traffic from the proposed land uses either does not change the level of service or only degrades it by one letter grade. The analysis did show that the sixth study intersection, at Eubank/San Francisco, will not likely meet the peak hour warrant for signalization but will probably operate at an unacceptable level of service if left unsignalized. The analysis recommends that this intersection should be monitored in the future to determine whether other warrants are met to show the need for signalization.